

APPLICATION UNDER UNITED STATES PATENT LAWS

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Invention: AUTOMATIC TICKET CHECKING APPARATUS

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SPECIFICATION

TITLE OF THE INVENTION
AUTOMATIC TICKET CHECKING APPARATUS

BACKGROUND OF THE INVENTION

5 1. Field of the Invention

The present invention relates to an automatic ticket checking apparatus that is installed in railway traffic stations, etc.

2. Description of the Related Art

10 An automatic ticket checking apparatus is installed in railway traffic stations in recent years. This automatic ticket checking apparatus receives a magnetic ticket that is inserted into the apparatus by a user, reads magnetic information recorded thereon
15 and checks if the user is allowable to pass through the gate or not (the entrance into the station yard or exit to the outside therefrom). If the automatic ticket checking apparatus judges that a user is not allowable to pass the gate, a door provided to the
20 apparatus is closed to block a user to pass through the gate. Further, cautions and other guidance may be displayed on a display panel or output (announced) from a speaker.

Such an automatic ticket checking apparatus is
25 capable of processing tickets in various sizes including ordinary size and commutation ticket size.

For example, short distance tickets that are effective only for one day (a normal size), a commutation ticket (commutation ticket size) and SF (Stored Fare) card (commutation ticket size) can be processed. For this purpose, a ticket conveying mechanism in an automatic ticket checking apparatus for conveying tickets is equipped with an aligning mechanism to adapt to tickets in various sizes. In addition, the automatic ticket checking apparatus is capable of collectively process a plurality of tickets. For example, it is able to process commutation tickets and SF cards collectively. For this purpose, a ticket holding mechanism is provided to the ticket conveying mechanism in the automatic ticket checking apparatus to adapt to a plurality of tickets.

Further, when a passage that is formed along the automatic ticket checking apparatus is used commonly as a ticket checking passage as well as a ticket collection passage, two units of the automatic ticket checking apparatus are normally installed in a set as a boundary of passages. These two units of the automatic ticket checking apparatus are installed so that a ticket take-out port provided at one of two units comes to a ticket insert port side provided at the other unit. And the ticket insert port provided at one of two units comes to the ticket take-out port

side of the other unit.

Further, this automatic ticket checking apparatus is also provided with a wireless communication function in addition to the magnetic ticket processing function; that is, by wireless communicating with an IC card type ticket that is capable of wireless communication, reads using information therefrom likewise the magnetic ticket and judges whether the passing of a user carrying a wireless ticket is allowable or not.

As described above, the conveying mechanism of an existing automatic ticket checking apparatus is provided with an aligning mechanism for processing various size tickets and further, provided with a ticket holding mechanism for collectively processing a plurality of tickets. As a result, the conveying mechanism becomes long and there was such a problem that the entire automatic ticket checking apparatus becomes long. In other words, to cope with tickets in various sizes and process a plurality of tickets collectively, it was difficult to make an automatic ticket checking apparatus small in size.

Further, because the passage for the ticket checking is also used for the ticket collection as described above, there was such a problem that when two units of automatic ticket checking apparatus are

installed in a set as the passage boundary, two units are to be installed between the passages (two units are installed at the passage boundary), and an occupation rate of automatic ticket checking apparatus at the ticket checking corner increased.

Further, when the automatic ticket checking apparatus was operated to adapt to both of magnetic and wireless tickets, there was such a problem that the automatic ticket checking apparatus is not able to make the fare adjustment of these tickets in combination.

SUMMARY OF THE INVENTION

It is an object of the present invention to provide an automatic ticket checking apparatus that is able to cope with the ticket checking process as well as ticket collection process and is downsized.

Further, it is another object of the present invention to provide an automatic ticket checking apparatus that is capable of coping with magnetic tickets and wireless communication type tickets and operate at a high efficiency according to the operating state.

It is a further object of the present invention to provide an automatic ticket checking device with a sharply reduced space required for installation and capable of surely communicating with wireless

communication type tickets.

According to the present invention, an automatic ticket checking apparatus is provided. This automatic ticket checking apparatus comprises a first conveying
5 mechanism for conveying a magnetic ticket in a first direction along a first passage way; first ticket checking means for reading information recorded on a magnetic ticket and a wireless ticket and judging whether or not the information read by the first
10 checking means is valid; a second conveying mechanism arranged opposite side of the first conveying mechanism in the apparatus for conveying a magnetic ticket in a second direction opposing to the first direction along the first passageway and along a
15 second passage way in parrallele with the first passage way; and second ticket checking means for reading information recorded on a magnetic ticket and a wireless ticket and judging whether or not the information read by the second checking means is valid.

20 Further, according to the present invention, an automatic ticket checking apparatus is provided. This automatic ticket checking apparatus comprises first processing means for processing a magnetic ticket restricted to one size; second processing means for
25 processing a wireless ticket in kinds differing from the magnetic tickets; first ticket checking m ans for

executing the ticket checking process based on the
process by the first processing means; and second
ticket checking means for executing the ticket
checking process based on the process by the second
5 processing means.

In addition, according to the present invention,
an automatic ticket checking apparatus is provided.
This automatic ticket checking apparatus comprises a
main body; first receiving means provided to the main
10 body for receiving using data from a first wireless
ticket which is carried by a first user who is passing
along a prescribed passage and recording the using
data; first judging means for judging a passing
propriety of the first user based on the using data
15 received by the first receiving means; approving means
for approving the passing of the first user when the
passing is judged to be approved by the first judging
means; second receiving means provided to the main
body for receiving using data from a second wireless
20 ticket which is carried by a second user who is
passing along a passage in the direction differing
from the prescribed passage and recording the using
data; second judging means for judging a passing
property of the second user based on the using data
25 received by the second receiving means; third judging
means for judging whether the second wireless ticket

is the same as the first wireless ticket that is carried by the first user who was approved to pass by the approving means based on the using data received by the second receiving means; prohibiting means for prohibiting the execution of judging the passing property of the second user by the second judging means when the second wireless ticket is judged to be the same as the first wireless ticket by the third judging means; and control means for executing the judging a passing property of the second user by the second judging means when the second wireless ticket is judged differing from the first wireless ticket by the third judging means.

BRIEF DESCRIPTION OF THE DRAWINGS

FIG. 1 is a perspective view showing the outline of the external appearance of an automatic ticket checking apparatus as a first embodiment of the present invention;

FIG. 2 is a sectional view showing the outline of the internal structure of the automatic ticket checking apparatus shown in FIG. 1;

FIG. 3 is a block diagram showing the schematic structure of the automatic ticket checking apparatus shown in FIG. 1;

Fig. 4 is a plan view showing an example of the

installation of the automatic ticket checking apparatus shown in FIG. 1;

FIG. 5 is an outline diagram for explaining the action and effect of a shading plate provided in a common display on the automatic ticket checking apparatus shown in FIG. 1;

FIG. 6 is a perspective view showing the automatic ticket checking apparatus in the state when the top cover is opened;

FIG. 7 is an outline diagram showing a remote control signal receiving unit provided in the automatic ticket checking apparatus shown in FIG. 1;

FIG. 8 is a perspective view showing the outline of the external appearance of the automatic ticket checking apparatus as a second embodiment of the present invention;

FIG. 9 is a plan view showing an example of installation of the automatic ticket checking apparatus shown in FIG. 8;

FIG. 10 is a flowchart showing the receiving timing of users of the automatic ticket checking apparatus shown in FIG. 8;

FIG. 11 is a flowchart showing the exact calculation process by the automatic ticket checking apparatus shown in FIG. 8;

FIG. 12 is a perspective view showing the outline

of the external appearance of the automatic ticket checking device as a third embodiment of the present invention;

FIG. 13 is a outline diagram showing a part of the internal construction together with the side of the automatic ticket checking device shown in FIG. 12;

FIG. 14 is a block diagram showing the outline of the structure of the automatic ticket checking apparatus shown in FIG. 12;

FIG. 15 is a plan view showing an installed example of the automatic ticket checking apparatus;

FIG. 16 is a flowchart showing the ticket process in the automatic ticket checking device shown in FIG. 12; and

FIG. 17 is a flowchart showing the ID code checking process in the automatic ticket checking apparatus shown in FIG. 12.

DETAILED DESCRIPTION OF THE PREFERRED EMBODIMENT

The first embodiment of the present invention will be described below with the reference to the drawings.

Ticket media that are processing objects of the automatic ticket checking apparatus of the present invention are magnetic tickets and wireless communication type tickets. Further, magnetic tickets are restricted to one size tickets only. Wireless

communication type tickets cover tickets in kinds differing from the magnetic tickets restricted to a single size.

For example, the magnetic tickets that are
5 objects for the process by the automatic ticket checking apparatus of the present invention are limited to Edmondson size (57.5 mm × 30 mm). In addition, magnetic tickets that are objects for the process are limited to tickets that are effective for
10 one-day only. In other words, magnetic tickets that become objects for the process are limited to ordinary tickets only. Further, wireless communication type tickets that are objects for the process by the automatic ticket checking apparatus of the present
15 invention include commutation tickets (57.5 mm × 85 mm) that are approved to take a train for a prescribed section in a prescribed period, pre-paid type tickets (SF tickets) (57.5 mm × 85 mm) approved to take a train against a pre-recorded amount information, and
20 long-distance tickets (long-distance tickets) (57.5 mm × 120 mm) approved take a train for a long distance exceeding the above mentioned prescribed distances.

As described above, by limiting kinds of magnetic tickets (by limiting to ordinary tickets only), it
25 becomes also possible to limit data amount recorded on magnetic tickets and as a result, it is possible to

limit magnetic tickets to Edomondson size only.

Although the method is differing from this, it is also possible to limit magnetic tickets to Edomondson size only by changing a data recording system. For example,

5 instead of an NR1 (non return to zero 1) system that has a low recording density, adopt an FM system that has a high recording density and requiring no CP track. Thus, it becomes possible to record data in relatively large capacity on even Edomondson size magnetic
10 tickets. As a result, magnetic tickets in Edomondson size can be issued for long-distance tickets containing special express information.

FIG. 1 is a perspective view showing the outline of the external appearance of the automatic ticket
15 checking apparatus as a first embodiment of the present invention. FIG. 2 is a sectional view showing the outline of the internal structure of the automatic ticket checking apparatus of the present invention. As shown in FIGS. 1 and 2, the automatic ticket
20 checking apparatus is provided with a main controller 101, control panel 102, power source unit 103, door 104, sensor 105, speaker 106, collector 107, common display 108, checking processor 110a and checking processor 110b.

25 The main controller 101 controls the entire automatic ticket checking apparatus. The control

panel 102 is a panel that is operated by a maintenance person who performs the maintenance of this automatic ticket checking apparatus. The door 104 is opened/closed by a door opening/closing driver 104a.

5 The sensor 105 senses a user who is passing the side of the automatic ticket checking apparatus, that is, a user who passes through the ticket checking passage. The speaker 106 outputs various kinds of voice guidance to users. The collector 107 has a collection
10 box and collects magnetic tickets that are no longer required in this collection box. The common display 108 displays the guidance relative to the checking process by a checking processor 110a and that relative to the checking process by a checking process 110b.
15 This common display 108 will be described later in detail.

The checking processor 110a is provided with a medium processing mechanism. In other words, the checking processor 110a is equipped with a passage
20 display 112a, an insert port 114a, a wireless communicator 116a, a guidance display 118a, a checking result indicating display 120a, a take-out port 122a, and a conveying mechanism 124a. The passage display 112a displays various kinds of guidance for a user
25 (passenger) who is passing through the passage along the automatic ticket checking apparatus. The insert

port 113a is a mechanism provided near one end of the housing of the automatic ticket checking mechanism for receiving magnetic tickets that are inserted by users. The wireless communicator 116a communicates with a wireless ticket held up by a user, receives data transmitted from a wireless ticket and transmits data to a wireless ticket. The guidance display 118a displays various kinds of guidance to users. The checking result indicating display 120a displays the checking result of approval/disapproval of the passing. Further, it is also possible to eliminate this checking result indicating display 120a from the equipment configuration by displaying the contents to be displayed on the common display 108 instead of displaying them on the checking result indicating display 120a. The take-out port 122a ejects the magnetic ticket received through the insert port 114a. That is, a magnetic ticket is returned to a user through this port. The conveying mechanism conveys the magnetic ticket received through the insert port 114a to the take-out port 122a or the collection box of the collector 107.

The checking processor 110b is provided with a medium processing mechanism. In other words, the checking processor 110b is equipped with a passage display 112b (not visible on the drawing as it is a

perspective view), an insert port 114b, a wireless communicator 116b, a guidance display 118b, a checking result indicating display 120b, and a conveying mechanism 124b. On the passage display 112b, various kinds of guidance for users who pass the passage along the automatic ticket checking apparatus are displayed. The insert port 114b is a mechanism provided near the other end of the housing of the automatic ticket checking apparatus (at the opposite side to the insert port 114a) for receiving magnetic tickets that are inserted by users. The wireless communicator 116b communicates with a wireless ticket that is held up by a user and receives data transmitted from the wireless ticket or transmits data thereto. The guidance display 118b displays various kinds of guidance to users. The checking result indicating display 120b displays the checking result for approval/disapproval of passing. Further, it is also possible to eliminate this checking result indicating display 120a from the equipment configuration by displaying the contents to be displayed thereon on the common display 108 instead of displaying them on the checking result indicating display 120a. The take-out port 122b ejects the magnetic ticket received through the insert port 114b. That is, the magnetic ticket is returned to a user. The conveying mechanism 124b conveys the magnetic

ticket received through the insert port 114a to the take-out port 122b or the collection box of the collector 107.

5 The portion from near one end of the housing of the automatic ticket checking apparatus to nearly the center, that is, a part (the conveying mechanism 124a) of the checking processor 110a is covered by a top cover 126a. This top cover 126a is provided to be able to open/close it to the automatic ticket checking apparatus. On this top cover 126a, there are provided 10 the insert port 114a, wireless communicator 116a, guidance display 118a, checking result indicating display 120a and take-out port 122a. Similarly, the portion from near the other end of the automatic 15 ticket checking apparatus to nearly the center of the automatic ticket checking apparatus, that is, a part of the checking processor 110b (the conveying mechanism 124b) is covered by a top cover 126b. This top cover 126b is provided so as to be able to 20 open/close to the automatic ticket checking apparatus. On this top cover 126b, there are provided the insert port 114b, the wireless communicator 116b, the guidance display 118b and the checking result indicating display 120b.

25 The top cover 126a opens to one side of the passage separated by this automatic ticket checking

apparatus and the top cover 126b opens to the other side of the passage separated by this automatic ticket checking apparatus (see FIG. 6). Thus, even when one of the top cover is opened and the other passage become unusable, the other passage will not become unusable. For example, assume that the housing of the automatic ticket checking apparatus is installed along and between a first and second ticket checking passages. At this time, the top cover 126a open to the first checking passage and does not impede the passage of the second checking passage. Similarly, the top cover 126b opens to the second checking passage side and does not impede the passing of the first checking passage. Accordingly, it becomes possible to perform the checking process by the checking processor 110b (the use of the second checking passage) while performing the maintenance of the medium processing mechanism of the checking processor 110b with the top cover 126a opened. Similarly, it becomes possible to perform the checking process (the use of the first checking passage) while performing the maintenance of the medium processing mechanism of the checking processor 110b with the top cover 126b opened and does not impede the passing of the second checking passage.

The actions, etc. of the automatic ticket

checking apparatus of the present invention will be described in succession referring to FIG. 3. FIG. 3 is a block diagram showing the outline of the construction of the automatic ticket checking

5 apparatus of the present invention. As shown in FIG. 3, the automatic ticket checking apparatus of the present invention is provided with a main controller 101, ROM 130, RAM 132, fare memory 134, reader/writer 136, conveyor controller 138, printer controller 140, 10 ticket sensor monitoring unit 142, human sensor monitoring unit 144, door opening/closing controller 146, display controller 148, punching controller 150, holding controller 152, top cover opening/closing monitor 154, power source controller 156, control 15 panel controller 158, mode changing switch 160, wireless communication controller 162, network communication controller 164, monitor I/F 166, etc.

The main controller 101 controls the entire automatic ticket checking apparatus as described above. 20 The ROM 103 stores a control program etc. of the main controller 101. The RAM 132 temporarily stores data generated when the main controller 101 controls the automatic ticket checking apparatus. The fare memory 134 stores fare data. The reader/recorder 136 25 controls a reading/recording magnetic head, reads data magnetically recorded on magnetic tickets and/or

magnetically records prescribed data on magnetic tickets. The conveyor controller 138 controls the conveying of magnetic tickets by the conveying mechanisms 124a and 124b. In addition, this conveyor controller 138 controls an insert port shutter provided at the insert ports 114a and 114b and prohibits the insert of magnetic tickets. The print controller 140 prints and records prescribed data on a magnetic ticket by controlling a thermal head 139.

The ticket sensor monitoring unit 142 checks ticket sensor signals from a plurality of ticket sensors 141 provided along the conveying mechanisms 124a and 124b and monitors the conveying state of magnetic tickets by the conveying mechanisms 124a and 124b. The human sensor monitoring unit 144 checks a human sensing signal from the sensor 105 and monitors persons who are passing along the automatic ticket checking apparatus. The door opening/closing controller 146 controls the opening/closing of the door 104 by the door opening/closing driver 104a. The display controller 148 controls the displays of various displays such as the common display 108, the passage display 112a, the guidance display 118a, the checking result indicating display 120a, the passage display 112b, the guidance display 118b, the checking result indicating display 120b, etc. The punching

controller 150 controls the punching process timing,
etc. by a punching mechanism 149 which is provided at
a prescribed position along the conveying mechanisms
124a and 124b. The holding controller 152 controls
5 the holding of magnetic tickets by holding units 151a
and 151b provided at the prescribed positions of the
conveying mechanisms 124a and 124b. A top cover
opening/closing monitor 154 checks a sensor signal
from a top cover sensor 154a which senses the
10 opening/closing state of the top cover 126a and a
sensor signal from a top cover sensor 154b which
senses the opening/closing state of the top cover 126b,
and monitors the opening/closing state of the top
covers 126a and 126b. The power source controller 156
15 controls the power supply and the like by the power
source unit 103.

The control panel controller 158 controls the
automatic ticket checking apparatus based on a set
value, etc. that are input from the control panel 102.
20 In other words, the control panel 102 is capable of
performing the maintenance of the ticket checking
mechanism and the ticket collecting mechanism
collectively. Further, this switching of a
maintenance object by the control panel 102 is
25 controlled by the control panel controller 158. For
example, when the top cover 126a only is kept open

(the state of the top cover opening/closing is monitored by the top cover opening/closing monitor 154), the control panel controller 158 switches the maintenance object by the control panel 102 to the checking processor 110a. On the contrary, when the top cover 126b only is kept open, the control panel controller 158 switches the maintenance object by the control panel 102 to the checking processor 110b. Further, when both of the top covers 126a and 126b are kept open, the control panel controller 158 switches the maintenance objects by the control panel 102 to both the checking processors 110a and 110b. In addition, a key to accept a designation for selecting the maintenance control object is provided on the control panel, and a maintenance person is able to select and designate an object for maintenance.

The mode change switch 160 switches the mode of the automatic ticket checking apparatus. There are such modes as a magnetic ticket only mode, a wireless ticket only mode and a combined mode. When the mode is switched to the magnetic ticket only by the mode change switch 160, the object for the ticket checking process and ticket collection process by the automatic ticket checking apparatus becomes magnetic tickets only. At this time, the guidance indicating that the object of process is only magnetic ticket is displayed

on the passage displays 112a and 112b. In this case, a ticket is an effective wireless ticket, the passing is not approved. When the mode is changed to the wireless ticket only mode by the mode change switch 5 160, the object of ticket checking process and the ticket collection process by the automatic ticket checking apparatus is changed to the wireless tickets only and at this time, the guidance is displayed on the passage displays 112a and 112b indicating that 10 wireless tickets only is processed on the passage displays 112a and 112b. Further, the insert port shutters provided at the insert ports 114a and 114b are closed so that magnetic tickets can not be inserted into the insert ports 114a and 114b. When 15 the mode is switched to the combined mode by the mode changing switch 160, both magnetic tickets and wireless tickets become the object for the ticket checking process and the ticket collection process by the automatic ticket checking apparatus. At this time, 20 the guidance that the objects for process are both magnetic tickets and wireless tickets is displayed on the passage displays 112a and 112b.

The wireless communication controller 162 controls transmission/receiving power, etc. of the 25 wireless communicators 116a and 116b, demodulates data received by the wireless communicators 116a and 116b,

and modulates data to be transmitted from the wireless communicators 116a and 116b. The network communication controller 164 controls the communication with external networks. The monitor I/F functions as an interface of the automatic ticket checking apparatus combined with the monitor 166 that is externally installed. Further, the monitor 166 is also provided with the mode change switch 160 that is described above. The mode change switch 160 provided to this monitor 166 is able to change a mode for every automatic checking process.

Here, the holding units 151a and 151b and the collection box of the collector 107 will be explained in detail. Magnetic tickets conveyed by the conveying mechanisms 124a and 124b are collected in the collection box collectively. In other words, this automatic ticket checking apparatus is not provided with a collection box for the conveying mechanism 124a and that for the conveying mechanism 124b, independently but is provided with one common collection box for the conveying mechanisms 124a and 124b. As a result, the cost of the automatic ticket checking apparatus can be reduced. Further, this collection box is in such structure that it can be taken out from both sides of the passage of the automatic ticket checking apparatus. For example, if

the housing of the automatic ticket checking apparatus is installed along the first and second ticket checking passages and between them, the ticket collection box can be taken out from either the first ticket checking passage side or the second ticket checking passage side. Accordingly, while the collection box is being taken out from the first ticket checking side passage, the second ticket checking passage can be used. Similarly, while taking out the collection box from the second ticket checking passage side, the first ticket checking passage can be used.

Further, there is provided a sensor in the automatic ticket checking apparatus for sensing the collection box. By monitoring the output from this sensor, it is possible to check whether the collection box is taken out of the apparatus. While the collection box is being taken out, the holding controller 152 controls the holding mechanisms 151a and 151b and magnetic tickets to be collected are held temporarily. Thus, even when the collection box is being taken out from one passage side, the checking process using the other passage becomes possible. Further, while monitoring the output from the ticket sensor 141 provided along the conveying mechanisms 124a and 124b, it is possible to know the number of

5 sheets of magnetic tickets which are held by the
holding mechanisms 151a and 151b. There is an upper
limit for the number of magnetic tickets that can be
held by the holding mechanisms 151a and 151b. When
the holding capacity of the holding mechanisms 151a
and 151b reaches the saturated state, the insert port
shutter 137 is closed so as to prohibit acceptance of
magnetic tickets. Thus, the clogging of magnetic
tickets in the holding mechanisms 151a and 151b can be
10 prevented.

In succession, an example of the installation of
the automatic ticket checking apparatus shown above
will be explained referring to FIG. 4. FIG. 4 is a
diagram showing a plurality of automatic ticket
15 checking apparatus installed viewed from above as an
example of the installation of the automatic ticket
checking apparatus. As shown in FIG. 4, a plurality
of automatic ticket checking apparatus is installed at
the boundary of the outside and the inside of a
20 station yard. At this time, a space between two units
of the automatic ticket checking apparatus becomes a
passage. In other words, the housing of the automatic
ticket checking apparatus is installed along the
ticket checking passage. Further, an automatic ticket
25 checking apparatus equipped with only one of the
checking processors 110a and 110b is installed for the

automatic ticket checking apparatus at both ends.

For example, assume that an automatic ticket checking apparatus is installed along the first and second ticket checking passages and between them. The
5 insert port 114a, the wireless communicator 116a, the guidance display 118a, the checking result indicating display 120a and the take-out port 122a are provided at positions that are one-sided to one of the ticket checking passage side (the first ticket processing
10 side) from the center line of the housing of the automatic ticket checking apparatus as shown in FIG. 4. Further, the insert port 114b, the wireless communicator 114b, the guidance display 118b, the checking result indicating display 120b and the take-
15 out port 122b on the automatic ticket checking apparatus are provided at the positions that are one-sided to the other checking passage side (the second processing passage side) from the center line of the housing along the checking passage as shown in FIG. 4.
20 As a result, users who pass through the passages are able to get the checking process by prescribed checking processor 110a or 110b adapting to respective passage (the checking process by the checking processor 110a or 110b adapting to a separate passage
25 is prevented).

To get a magnetic ticker checked, a user enters

into the passage from the outside of the station yard
and inserts a magnetic ticket into the insert port
114a provided near one end of the housing of the
automatic ticket checking apparatus. The inserted
5 magnetic ticket is conveyed by the conveying mechanism
124a. To explain more in detail, this conveying
mechanism 124a is a mechanism provided for the section
extending from near one end of the housing to almost
the center along the ticket checking passage and
10 conveys the magnetic ticket received through the
insert port 114a in the first direction along the
ticket checking passage from one end of this housing
to near the center. This first direction is a
direction toward the inside of the station yard from
15 the outside of the station yard. During the
conveyance, data recorded on the magnetic ticket is
read by the reading/recording magnetic head 135 and
prescribed data is recorded on the magnetic ticket as
necessary. The main controller 101 checks the
20 approval/disapproval of passing based on the data read
from the magnetic ticket and the data recorded in the
fare memory 134. When the passage is approved, the
magnetic ticket is punched and printed as necessary
and ejected through the take-out port 122a provided at
25 the nearly center of the housing. At this time, the
ticket take-out guidance is displayed on the checking

result indicating display 120a and the same guidance is output in the voice through the speaker 106. When the passage is disapproved, the magnetic ticket is ejected 122a as it is and the door 104 is closed to
5 check a user to pass (the entrance to the station yard). At this time, the checking result indicating display 120a displays that the ticket is improper and the ticket pull-out guidance, etc. and the same voice guidance is output from the speaker 106.

10 To get a wireless ticket checked, a user enters into the passage from the outside of the station yard and brings the ticket over the wireless communicator 116a. At this time, data recorded on the wireless ticket is read through the communication between the
15 wireless ticket and the wireless communicator 116a and prescribed data is recorded on the wireless ticket as required. The main controller 101 checks the approval/disapproval of the passage based on the data read from the wireless ticket and the data recorded in
20 the fare memory 134. When the passage is approved, the checking result indicating display 120a displays the guide for approval of passage and the same guide is output in the voice through the speaker 106. When the passage is disapproved, the door 104 is closed and
25 the passage of a user is checked (the entry into the station yard). At this time, the checking result

indicating display 120a displays the guidance that the ticket is improper and the same guidance is output in the voice through the speaker 106.

To get a magnetic ticket checked, a user enters
5 into the passage from the outside of the station yard and inserts a magnetic ticket into the insert port 114b provided near one end of the housing of the automatic ticket checking apparatus. The inserted magnetic ticket is conveyed by the conveying mechanism
10 124b. To explain more in detail, this conveying mechanism 124b is a mechanism provided for the section extending from near the other end to near the center of the housing along the ticket checking passage and conveys the magnetic ticket received through the
15 insert port 114b from near the other end to near the center of the housing in the second direction along the ticket checking passage. This second direction is that direction toward the outside of the station yard from its inside and the direction opposite to the
20 first direction mentioned above. During the conveyance, the data recorded on the magnetic ticket is read by the reading/recording magnetic head 135 and prescribed data is recorded on the magnetic ticket as required. The main controller 101 checks the
25 approval/disapproval of the passing based on the data read from the magnetic ticket and the data recorded in

the fare memory 134. When the passage is approved, the magnetic ticket is collected in the collection box of the collector 107. Thus, when the checking process approves the passing, a magnetic ticket is collected
5 in the collection box of the collector 107 without returning to a user. So, the take-out mechanism such as the take-out port 122b to eject magnetic tickets can be eliminated. When the passing is disapproved, a magnetic ticket is ejected (returned) from the take-
10 out port 122b. When an ejection mechanism such as the take-out port 122b is not provided, the ticket may be returned to a user through the insert port 114b or held in the holding mechanism 151b for dealing by a station attendant. In this case, the door 104 is
15 closed and the passing of a user is checked (prohibited to exit to the outside of the station yard). At this time, the checking result indicating display 120b displays the guidance that the ticket is improper, the guidance for ticket take-out, etc. and
20 the same guidance is output in the voice through the speaker 106.

To get a wireless ticket processed for collection, a user enters into the passage from the inside of the station yard and brings a wireless ticket over the
25 wireless communicator 116b. At this time, the data recorded on the wireless ticket is read through the

communication between the wireless ticket and the wireless communicator 116b and when needed, a prescribed data is recorded on the wireless ticket.

The main controller 1012 checks the

5 approval/disapproval of the passing based on the data read from the wireless ticket and the data recorded in the fare memory 134. When the passing is approved, the checking result indicating display 120b displays the guidance that the passing is approved and the same
10 guidance is output in the voice through the speaker 106. When the passing is disapproved, the door 104 is closed and the passing of a user is checked (inhibited to exit to the outside of the station yard). At this time, the checking result indicating display 120b
15 displays that the ticket is improper and the same guidance is output in the voice through the speaker 106.

When the passing is disapproved commonly in all the above cases, the equipment number of the automatic
20 ticket checking apparatus that disapproved the passing is notified to a monitor 168.

Here, the arrangement of the magnetic head 135 will be explained. One surface of the magnetic ticket is a magnetic recording surface on which magnetic
25 information is recorded magnetically and the other surface is a printing/recording surface on which

characters and other information are printed and
record d. In the automatic ticket checking apparatus,
the magnetic head 135 is so arranged that even when a
ticket is inserted with the magnetic recording surface
5 faced downward or upward, it is possible to process
the ticket.

The arrangement of the magnetic heads 135 will be
explained. In this arrangement, the magnetic head 135
for reading/recording when a ticket is inserted with
10 the magnetic recording surface faced downward is
arranged along the conveying mechanisms 124a and 124b.
Further, the magnetic head 135 for reading/recording
when a magnetic ticket is inserted with the magnetic
recording surface faced upward is arranged along the
15 conveying mechanisms 124a and 124b. This arrangement
of the magnetic heads 135 makes it possible to cope
with tickets even when they are inserted with the
magnetic recording surfaces faced downward or upward.
Further, in the checking processor 110b, the recording
20 magnetic head 135 may be omitted (a magnetic head for
recording is not provided). This is because it is not
required to record data on magnetic tickets
particularly. Punching them with the punching
mechanism 149 may destruct the magnetic recording
25 portions of the magnetic tickets that are collected in
the collector 107. When the recording magnetic head

135 is not provided in the checking processor 110b,
the equipment configuration can be simplified.

The arrangement of the magnetic heads will be explained. In this arrangement, the magnetic head 135
5 for recording data when a ticket is inserted with the magnetic recording surface faced downward is provided along the conveying mechanisms 124a and 124b. Further, the magnetic head 135 for recording when a ticket is inserted with the magnetic recording surface faced
10 upward is arranged along the conveying mechanisms 124a and 124b. Thus, even when a ticket is inserted with the recording surface faced downward or upward, the ticket can be processed. On the other hand, the magnetic head 135 for recording is arranged along the
15 conveying mechanisms 124a and 124b only for tickets with the magnetic recording surface faced upward. Tickets that are inserted with this magnetic recording surface faced downward or upward can be coped with only by this magnetic head 135. When a ticket is
20 inserted with the magnetic recording surface faced downward, there is no problem. When it is inserted with the magnetic recording surface faced upward, the output of read information becomes small. This is because the magnetic recording surface is positioned far
25 away from the magnetic head and the magnetic output becomes less due to an effect of space loss. In this

case, if the output current that is the reading result was lower than a prescribed value when monitored, it is possible to change a gain of a reading amplifier to a higher output magnification and thus, recorded data can be read. Further, in the checking processor 110b, the recording magnetic head 135 may be omitted similarly to the arrange of the magnetic head as described above (the recording magnetic head is not provided). Similarly to the arrangement of the magnetic head as described above, punching it with the punching mechanism 149 may destruct the magnetic recording portion. When the recording magnetic head 135 is not provided in the checking processor 110b, the equipment configuration can be simplified.

In succession, the common display 108 will be explained in detail. For the purpose of explanation, it is assumed that an automatic ticket checking apparatus was arranged along the first and second checking process passages and between them. It is further assumed that this automatic ticket checking apparatus performs the checking process for users who pass through the first checking process passage and the checking process for users who pass the second checking passage. The common display 108 displays various guidance for users who pass through these first and s cond checking passages. This common

display 108 has a first display 181 which gives
directivity to users who pass the first checking
passage and a second display 182 which gives
directivity to users who are passing the second
5 checking passage so that users who are passing both
passages do not confuse the guidance displayed on the
common display 108 as shown in FIG. 1. FIG. 5 is a
diagram for explaining directivity of the first
display 181 and the second display 182 of the common
10 display 108. As shown in FIG. 5, the first display
181 is provided with a shading plate 181a which is for
giving directivity to a user who passes through the
first checking passage. The second display 182 is
provided with a shading plate 182a that is for giving
15 directivity to a user whom passes through the first
checking passage. The light from a light source 183
reaches a user passing the first checking passage in
the first direction by the shading plate 181a but does
not reach a user passing through the second checking
20 passage in the second direction. On the contrary, the
light from the light source 183 reaches a user passing
through the second checking passage in the second
direction by the shading plate 182a but does not reach
a user passing through the first checking passage in
25 the first direction. Thus, by providing the shading
plates, it becomes possible to avoid the confusion of

the guidance displayed on the common display 108 by users passing both passages.

In the above, the cases to give the directivity of the passage by providing a separate shading plate to respective displays by dividing the common display 108 into the first display 181 and the second display 182 are explained. However, the present invention is not restricted to this. For example, a shading plate may be provided to the guidance display 118a and 118b to give directivity. Further, a shading plate may be provided to the checking result indicating displays 120a and 120b so as to give directivity. In addition, the displays provided on the upper surface of the automatic ticket checking apparatus of the present invention control the upper and lower directions (the top and bottom) of the display contents by considering the advancing direction of users.

Further, such a remote control signal receiver 170 as shown in FIG. 7 may be provided to the automatic ticket checking apparatus to receive a control signal from a remote controller (not shown). This remote control signal receiver 170 is provided on the top of the automatic ticket checking apparatus. For example, it is provided on the upper wall surface where the sensor 105 is provided. The automatic ticket checking apparatus may become necessary to

reset for some error and restart it. In such a case,
the automatic ticket checking apparatus is reset
through the control panel 102 which is provided
thereon or can be reset from the remote controller so
5 as to be able to control remotely.

The remote control signal 170 shown in FIG. 7 is
provided with a light-receiving element 171 to receive
a signal from the remote controller. This light
receiving element 171 has an about 30° signal
10 receiving area in the vertical direction as shown in
FIG. 7. However, with this light-receiving element, a
control signal transmitted from the remote control
from the horizontal direction cannot be well received.
So, the light receiving element 171 is covered by a
15 milk white acrylic cap 172 and furthermore, a shading
plate 173 is provided above this acrylic cap. The
acrylic cap allows the outdoor light to transmit
through it and reflects diffusely in its inside.
Further, the shading plate 173 prevents the light
20 transmitted in the acrylic cap 172 from being
reflected diffusely and radiated to the outside. Thus,
it becomes possible to transmit a control signal sent
in the horizontal direction from the remote controller
to the light-receiving element 171 sensitively.

25 Here, the actions and effects of the automatic
ticket checking apparatus of the present invention

explained above are summarized.

(1) Magnetic tickets adapting to the automatic ticket checking apparatus of the present invention are limited to one size. For example, tickets are limited to Edmondson size that is smaller than the commutation ticket size. In addition to that, all of wireless tickets in different kinds from magnetic tickets restricted to one size will be covered. Thus, it becomes no longer necessary to provide an aligning portion in the automatic ticket checking apparatus to cope with magnetic tickets in a plurality of sizes. Furthermore, the holding unit in the automatic ticket checking apparatus can be made small size (because it is no longer needed to correspond to the commutation ticket size) and a distance of the magnetic heads also can be made short (because it is also no longer needed to correspond to the commutation ticket size). As a result, the automatic ticket checking apparatus can be made small in size and a cost down is achieved. In particular, the conveying direction can be made short.

(2) As the conveying direction can be shortened as described above, it is possible to install the checking processors 110a and 110b in series along the direction of the checking passage without extending the checking passage. That is, it becomes unnecessary to install the processors in parallel along the

checking passage as before.

(3) The automatic ticket checking apparatus of the present invention is so constructed that the top cover at the checking processor side opens to one passage side separated by the automatic ticket checking apparatus, and the top cover of the collection processor side opens to the other passage side. Thus, even when one of the top covers is opened, making one of the passages unusable, the other passage will not become unusable. This will prevent the working efficiency of the automatic ticket checking apparatus from dropping.

(4) The insert ports 114a, wireless communicator 116a, guidance display 119a, checking result indicating display 120a and take-out port 122a on the automatic ticket checking apparatus are provided at the positions one-sided to one of the checking passage side from the center line on the housing along the checking passage. The insert port 114b, wireless communicator 116b, guidance display 118b, checking result indicating display 120b and take-out port 122b are provided at the positions one-sided to the other checking passage side from the center line on the housing along the checking passage as shown in FIG. 4. Thus, tickets held by users who are passing through these passages can be checked and collected by the

processing mechanisms adapted to respective passages.
In other words, the processing or collection of
tickets by the processing mechanism adapted to another
passage can be prevented.

5 (5) One control panel is commonly used for both
the ticket checking process and collection process,
and objects to be controlled are switched and
controlled adapting to the open/close state of the top
cover by the control panel. As a result, the equipment
10 cost can be reduced and convenience will not be
impaired.

 (6) As the directivity is given to the display
contents by the shading plate, the display adapting to
the ticket checking process as well as the ticket
15 collection process can be used commonly. As a result,
it is possible to reduce cost.

 According to the present invention, an automatic
ticket checking apparatus adapting to the ticket
checking and collection processes and small in size
20 can be provided.

 Next, an automatic ticket checking apparatus as a
second embodiment of the present invention will be
explained.

 FIG. 8 is a perspective view showing the outline
25 of the external appearance of an automatic ticket
checking apparatus as the second embodiment of the

present invention. As shown in FIG. 8, the automatic ticket checking apparatus is provided with the door 204, sensor 205, speaker 206, collector 207, checking processor 210a and checking processor 210b.

5 The door 204 closes the passage when it is closed. The sensor 205 senses users who pass through the side surface of the automatic ticket checking apparatus, that is, users who pass through the ticket checking passage. The speaker 206 outputs various voice
10 announcements to users. The collector 207 has a collection box and collects unnecessary magnetic tickets in this collection box.

 The checking processor 210a is provided with a ticket processing mechanism. That is, the checking
15 processor 210a is provided with a passage display 212a, insert port 214a, fare adjustment key 215a, wireless communicator 216a, guidance display 218a, checking result indicating display 220a, take-out port 222a and conveying mechanism (not shown). The passage display
20 212a displays various kinds of guidance to users (passengers) who are passing the passages along the automatic ticket checking apparatus. The inert port 214a receives magnetic tickets inserted by users. The fare adjustment key 215a directs the fare adjustment
25 to the main housing when the fare adjustment is required. The wireless communicator 216a communicates

with wireless tickets held up by users, receives data transmitted from the wireless ticket or transmits data to the wireless ticket. The guidance display 218a displays various kinds of guidance for users. The
5 checking result indicating display 220a displays the checking result for approval/disapproval of the passing. The take-out port 222a ejects the magnetic tickets received through the insert port 214. That is, this port returns the magnetic tickets to users. The
10 conveying mechanism (not shown) conveys the magnetic tickets received through the insert port 214a to the take-out port 222a.

The checking processor 210b is provided with a ticket processing mechanism. That is, the checking
15 processor 210b is provided with a passage display 212b (not visible on the drawing which is a perspective view), insert port 214b, fare adjustment key 215b, wireless communicator 216b, guidance display 218b, checking result indicating display 220b and conveying
20 mechanism (not shown). The passage display 212b displays various kinds of guidance for users who are passing through the passage along the automatic ticket checking apparatus. The insert port 214b receives magnetic tickets inserted by users. The fare
25 adjustment key 215b directs the fare adjustment to the main housing of the apparatus when the fare adjustment

is required. The wireless communicator 216b communicates with wireless tickets held up by users and receives data transmitted from the wireless tickets or transmits data to the wireless tickets.

5 The guidance display 218b displays various kinds of guidance to users. The checking result indicating display 220b displays the checking result for approval/disapproval of the passing. The conveying mechanism (not shown) conveys magnetic the tickets
10 received through the insert port 214b to the collector 207. Further, this checking processor 210b has no take-out port. In other words, the magnetic tickets received through the insert port 214b are all collected in the collector 207 in the apparatus.

15 The conveying mechanism (not shown) of the checking processor 210a is covered by a top cover 226a. This top cover 226a is provided to be able to open/close against the automatic ticket checking apparatus. On this top cover 226a, the insert port
20 214a, communicator 216a, guidance display 218a, checking result-indicating display 220a and take-out port 222a are provided. Similarly, the conveying mechanism (not shown) of the checking processor 210b is covered by a top cover 226b. This top cover 226b
25 is provided to be able to open/close against the automatic ticket checking apparatus. On this top

cover 226b, the inert port 214b, wireless communicator 216b, guidance display 218b and checking result-indicating display 220b are provided.

The top cover 226a opens to one passage side separated by the automatic ticket checking apparatus and the top cover 226b opens to the other passage side separated by this automatic ticket checking apparatus. Thus, even when one of the top covers opens and the one of the passages becomes unusable, the other passage will not become unusable.

In succession, referring to FIG. 9, an example of the installation of the automatic ticket checking apparatus will be explained. As shown in FIG. 9, a plurality of automatic ticket checking apparatus is installed at the boarder between the outside and the inside of the station yard. At this time, a space between these automatic ticket checking apparatus becomes a common passage for the ticket checking. Further, for the automatic ticket checking apparatus, those equipped with only one of the checking processors 210a and 210b are installed.

When a user received the checking process with a magnetic ticket carried, the user enters into the passage from the outside of the station yard and inserts a magnetic ticket into the insert port 214a. The inserted magnetic ticket is conveyed by the

conveying mechanism and on the way being conveyed,
data recorded on the magnetic ticket is read by a
reading/recording magnetic head and prescribed data is
recorded on the magnetic ticket when required. The
5 main controller (not shown) checks
approval/disapproval for the passage based on data
read from the magnetic ticket and data recorded on a
fare memory. When the passing is approved, the
magnetic ticket is punched and printed and ejected
10 from the take-out port 222a. At this time, the
guidance for taking out the ticket is displayed on the
checking result indicating display 220a and the same
voice guidance is output from the speaker 206. When
the passing is disapproved, the magnetic ticket is
15 ejected from the take-out port as it is and the door
204 is closed to check the passing (the entry into the
station yard) of the user. At this time, the guidance
that the ticket is improper and the guidance for
pulling out the ticket are displayed on the checking
20 result indicating display 220a and the same voice
guidance is output from the speaker 206.

When a user receives the checking process with a
wireless ticket carried, the user enters into the
passage from the outside of the station yard and holds
25 up a wireless ticket over the wireless communicator
216a. At this time, the data recorded on the wireless

ticket is read and prescribed data is recorded on the wireless ticket when necessary. The main controller checks the approval/disapproval for the passing based on the data read from the wireless ticket and the data
5 recorded on a fare memory. When the passing is approved, the guidance for approval of the passing is displayed on the checking result indicating display 220a and the same voice guide is output from the speaker 206. When the passing is disapproved, the
10 door 204 is closed to check the passing (the entry into the station yard) of a user. At this time, the checking result indicating display 220a displays the guidance that the ticket is improper and the same voice guidance is output from the speaker 206.

15 When a user receives the checking process for collection with a magnetic ticket carried, the user enters into the passage from the inside of the station yard and inserts a magnetic ticket into the insert port 214b. The inserted magnetic ticket is conveyed
20 by the conveying mechanism and on the way being conveyed, the data recorded on the magnetic ticket is read out by the reading/recording magnetic head. The main controller checks the approval/disapproval for the passing based on the data read out from the
25 magnetic ticket and the data recorded on the fare memory. When the passing is approved, a magnetic

ticket is collected in the collector 207. Thus, when the passing is approved in the checking process, magnetic tickets are always collected in the collector 207 without returning to users. As a result, it is not required to provide a take-out mechanism to eject magnetic tickets and the equipment configuration can be simplified. When the passing is disapproved, magnetic tickets are ejected (returned) from the insert port 214 or they are held in the holding mechanism for processing by a station staff. In this case, the door 204 is closed to check the passing of a user (the exit to the outside of the station is prohibited). At this time, the checking result indicating display 220b displays that the ticket is improper, the take-out of the ticket and the like, and also, the same voice guidance is output from the speaker 206.

When a user receives the checking process for collection with a magnetic ticket carried, the user enters into the passing from the inside of the station yard and holds up a wireless ticket over the wireless communicator 216b. At this time, through the wireless communication between the wireless ticket and the wireless communicator 216b, the data recorded on the wireless ticket is read out and when required, the prescribed data is recorded on the wireless ticket.

The main controller checks the approval/disapproval of the passing of the user based on the data readout of the wireless ticket and the data recorded on the fare memory. When the passing is approved, the checking
5 result indicating display 220b displays the guidance of the approval of the passing and also, the same voice guidance is output from the speaker 206. When the passing is disapproved, the door 204 is closed and the passing of the user is checked (the exit to the
10 outside of the station yard is prohibited). At this time, the checking result indicating display 220b displays the guidance that the ticket is improper and also, the same voice guidance is output from the speaker 206.

15 Then, referring to a flowchart shown in FIG. 10, the accepting timing of user by the automatic ticket checking apparatus will be explained. The checking processor 210a of the automatic ticket checking apparatus of the present invention is provided with a
20 take-out port 222a at nearly the center of the checking passage. Therefore, there is such the possibility that a user of a wireless ticket who entered into the checking passage first may take out a magnetic ticket of a user who enters into the passage
25 later. So, it is necessary to control a timing to accept next user as explained below.

Assuming two units of No. 1 and No. 2 automatic ticket checking apparatus installed adjoining each other, the timing to accept a user who passes the checking passage between these No. 1 and No. 2 units will be explained. In this connection, it is assumed that the checking processor 210a of No. 1 unit is used for checking a user who passes through this passage and the checking processor 210b of No. 2 unit is used for checking a user who passes this passage.

10 In the state where there is no user entered in the checking passage between No. 1 and No. 2 units; that is, when both of the checking processors 210a and 210b are in the user waiting state, a user carrying a wireless ticket (hereinafter this user is called a preceding user) enters into the passage after the checking process by No. 1 checking processor 210a. In other words, No. 1 checking processor 210a (ST210) accepts a wireless ticket. At this time, the acceptance by No. 2 checking processor 210b is prohibited (ST212) and for example, the guidance prohibiting the entrance is displayed on No. 2 passage display 212b.

In the checking process by the checking processor 210a of No. 1 unit, when the passing of a preceding user by a wireless ticket is not approved (ST214, NO), the door is closed and the user is prevented to pass

the checking passage (ST216). When the user is approved to pass the checking passage with a wireless ticket (ST214, YES), the door is kept open and the user is approved to pass through the checking passage (ST218).

Thereafter, based on the output from the sensor 205, the passing state of the preceding user is recognized and based on the passing state of this preceding user, the acceptance timing of the next user is controlled. For example, until the preceding user reaches the center of No. 1 unit (ST220, NO), a next user is not accepted (ST222). That is, a magnetic ticket carried by the next user is not accepted and a wireless ticket is also not accepted. Accordingly, the insert port shutter is closed and the insert of a magnetic ticket into the insert port 214a is prohibited. At this time, the guidance for prohibiting the entry is displayed on the passage display 212a of No. 1 unit. When the arrival of a preceding user at the center of No. 1 unit is known (ST220, YES), the acceptance of a wireless ticket of the next user only is approved (ST224). At this time, the guidance of prohibiting the entry of a user carrying a magnetic ticket is displayed on the passage display 212a of No. 1 unit.

Until the preceding user reaches at the exit of

No. 1 unit (ST226. NO), a magnetic ticket of the next user is not accepted (ST228). When the arrival of the preceding user at the exit of No. 1 unit is known (ST226, YES), the acceptance of a magnetic ticket of the next user is also approved (ST230). At this time, the insert port shutter is opened and the insert of a magnetic ticket into the insert port 214a is approved.

Until the preceding user passes out the exit of No. 1 unit (ST232, NO), the acceptance of the checking process by the checking processor 210b of No. 2 unit is continuously prohibited (ST234). When the pass of the preceding user through the exit of No. 1 unit is known (ST232, YES), the acceptance of the checking process by the checking processor 210 of No. 2 unit is approved (ST236). At this time, the guidance for prohibiting the entry displayed on the passage display 212b of No. 2 unit is cleared.

As described above, when the next user has a wireless ticket, the acceptance is approved earlier than a magnetic ticket. This is because when the next user has a wireless ticket, the preceding user will not take away the next user's wireless ticket erroneously. Therefore, the preceding user's wireless ticket is wireless communicated, the passing is checked, required data is transmitted to the wireless ticket and at the timing when the required data is

transmitted to the wireless ticket and recording is completed, the acceptance of the next user's wireless ticket is approved. When the next user has a magnetic ticket, the acceptance is approved after the arrival
5 of the preceding user (having a wireless ticket) at the exit after passing the center of the automatic ticket checking apparatus is made clear.

When a user who has a wireless ticket only is processed according to the above-mentioned acceptance
10 timing, the acceptance of a next user becomes faster and using efficiency of the automatic ticket checking apparatus is improved. That is, when the processing mode of the automatic ticket checking apparatus is changed as shown below, using efficiency of the
15 automatic ticket checking apparatus can be promoted.

The automatic ticket checking apparatus of the present invention is provided with a mode change switch likewise the first embodiment. Similarly, the monitor is also provided with a mode change switch.
20 The mode change switch provided to the monitor is capable of changing a mode for every unit. This mode change switch changes the magnetic ticket only mode, the wireless ticket only mode and the combined ticket mode.

25 When the mode is changed to the magnetic only mode by the mode change switch, the object of the

automatic ticket checking apparatus for the checking process becomes magnetic ticket only. At this time, the passage displays 212a and 212b display the guidance that magnetic tickets only will be processed.

5 In this case, even when a wireless ticket is effective, its user is not approved to pass through the passage. When the ode is changed to the wireless ticket mode only by the mode change switch, the object of the automatic ticket checking apparatus for the checking
10 process becomes wireless tickets only. At this time, the passage displays 212a and 212b display the guidance that wireless tickets only are the objects for process. Further, the insert port shutters provided at the insert ports 214a and 214b are closed
15 so as not to be able to insert magnetic tickets therein. When the mode is changed to the combined ticket mode by the mode change switch, the objects of the automatic ticket checking apparatus for the checking process becomes both magnetic tickets and
20 wireless tickets. At this time, the passage displays 212a and 212b display the guidance that both magnetic tickets and wireless tickets are objects of the process.

For example, assume a station wherein a plurality
25 of automatic ticket checking apparatus are installed and a plurality of checking passages are provided. In

such a station, the majority of automatic ticket checking apparatus is operated in the wireless ticket only mode in the morning and evening rush hours. The remaining automatic ticket checking apparatus are
5 operated in the magnetic ticket only mode or the combined ticket mode. In the morning and evening rush hours, most users are those who are using commutation tickets. In the operation of the automatic ticket checking apparatus, wireless tickets are allocated to
10 all commutation tickets. That is, in the morning and evening rush hours, the majority of automatic ticket checking apparatus is operated in the wireless ticket only mode so that processing efficiency per unit can be promoted and as a result, the confusion of the
15 checking process can be relieved. This is one example and by changing the operating mode of the automatic ticket checking apparatus according to a time zone or a weekday, etc., efficiency of the checking process can be promoted.

20 As explained above, the automatic ticket checking apparatus of the present invention is capable of processing both magnetic tickets and wireless tickets and for this purpose, the magnetic ticket processing mechanism and the wireless ticket processing mechanism
25 are provided. If either one of them fails to operate; that is, the process by either magnetic tickets or

wireless tickets is disabled, the automatic ticket checking apparatus can be operated by changing the processing mode as described above. The mode may be changed by a maintenance worker or may be changed automatically by the apparatus itself by checking the state of the trouble. Thus, even when magnetic tickets only cannot be processed, the checking process by wireless tickets is possible. On the contrary, even when wireless tickets only cannot be processed, the checking process by magnetic tickets becomes possible.

In succession, referring to a flowchart shown in FIG. 11, the fare adjustment by the automatic ticket checking apparatus of the present invention will be explained. The automatic ticket checking apparatus of the present invention is provided with the fare adjustment keys 215a and 215b and the fare adjustment process is enabled when this fare adjustment key 215a is depressed. The fare adjustment key 215a may be depressed at the timing before or after processing a first ticket. Further, making the guidance displays 218a and 218b as the touch panel, the fare adjustment key may be displayed on these guidance displays 218a and 218b. Further, the automatic ticket checking apparatus may be made in such structure that the requirement for the fare adjustment is automatically

checked by the equipment and demands the fare adjustment without providing the fare adjustment key on the automatic ticket checking apparatus.

First, a case wherein the fare adjustment key is depressed before a first ticket is processed will be explained. It is assumed that the fare adjustment key 215a or 215b is depressed (ST242, YES) when the automatic ticket checking apparatus is accepting both of a magnetic ticket and a wireless ticket (ST240). In other words, when a user knows that the checking process is not approved by a piece of magnetic or wireless ticket only which is carried by the user, the fare adjustment key 215a or 215b may be depressed before the ticket is accepted. Needless to say, unless a user has another magnetic or wireless ticket for the fare adjustment, the subsequent fare adjustment cannot be made.

When a magnetic ticket or a wireless ticket is not accepted within a prescribed period (ST244, NO) after the fare adjustment key 215a or 215b is depressed (ST242, YES), the time is over (ST246, YES) and the process returns to the initial step. When a magnetic ticket or a wireless ticket is accepted in the prescribed period (ST244, YES), the checking process is executed based on the accepted ticket (ST258). At this time, such a guidance as "NO FARE

ADJUSTMENT IS REQUIRED", "PLEASE PASS THE PASSAGE",
etc. is displayed on the checking result indicating
display 220a or 220b. When the checking result is NG
(ST248, NO), the insert of a next magnetic ticket or a
5 wireless ticket for the fare adjustment is demanded
(ST250). At this time, such a guidance as "INSERT A
MAGNETIC TICKET FOR THE FARE ADJUSTMENT INTO THE
INSERT PORT OR HOLD UP A WIRELESS TICKET OVER THE
COMMUNICATOR", etc. is displayed on the guidance
10 display 218a or 218b. Further, the first ticket is a
magnetic ticket, this first magnetic ticket is held in
the holding mechanism and waits for the combined
ticket checking and the fare adjustment process.

If a magnetic ticket or a wireless ticket is not
15 accepted (ST252, NO) although a next magnetic ticket
or a wireless ticket (for the fare adjustment) is
demanded (ST250), the time is over (ST254, YES), the
door is closed and the passing is prohibited (ST260).
When the first ticket is a magnetic ticket, the ticket
20 is returned to a user. At this time, such the
guidance as "PLEASE DO ONCE MORE FROM THE BEGINNING"
is displayed on the guidance display 218a or 218b.
When a magnetic ticket or a wireless ticket is
accepted within the prescribed period (ST252, YES),
25 the combined ticket checking or the fare adjustment is
carried out (ST256). When the checking result of

combined first and second tickets is OK (ST256, YES),
the passing is approved (ST258). Further, when either
one of the first and second tickets is a ticket of
which fare is adjustable (SF card, etc. that has a
5 sufficient amount for the fare adjusting), the passing
is approved after executing the fare adjustment
(ST258). Further, in the above-mentioned combined
checking or the fare adjustment, prescribed data is
recorded on a ticket when necessary. When the
10 combined checking result is NG and the fare adjustment
cannot be made (ST256, NO), the door is closed and the
passing is prohibited (ST260).

Next, a case wherein the fare adjustment key is
depressed after processing the first ticket will be
15 explained. When the automatic ticket checking
apparatus is accepting both of a magnetic ticket and a
wireless ticket (ST240), the magnet ticket or the
wireless ticket is accepted (ST262, YES) without the
fare adjustment key 215a or 215b depressed, the
20 passing checking process is executed based on the
accepted one sheet of ticket (ST264). When the
checking result is OX (ST264, YES), the passing is
approved (ST270). When the checking result is NG
(ST264, NO), the door is closed, the passing is
25 prohibited and such a guidance as "DEPRESS THE FARE
ADJUSTMENT KEY IF THE FARE ADJUSTMENT PROCESS IS

DESIRED", etc. is displayed on the guidance display 218a or 218b. When the fare adjustment key 215a or 215b is not depressed within the prescribed period of time (ST266, NO), the time is over (ST268, YES), the passing is prohibited and the process is terminated (ST260). In this case, when the first sheet of ticket is a magnetic ticket, this magnetic ticket is returned to a user. When the fare adjustment key 215a or 215b is depressed within the prescribed period of time (ST266, YES), a next magnetic ticket or wireless ticket for the fare adjustment is demanded (ST250). At this time, such a guidance as "INSERT A MAGNETIC TICKET FOR THE FARE ADJUSTMENT INTO THE INSERT PORT OR HOLD UP A WIRELESS TICKET OVER THE COMMUNICATOR", etc. is displayed on the guidance display 218a or 218b. Further, when the first sheet of ticket is a magnetic ticket, this first magnetic ticket is held in the holding mechanism and waits the combined checking and the fare adjustment.

When a magnetic ticket or a wireless ticket is not accepted within the prescribed period of time (ST252, NO) although a next magnetic ticket or a wireless ticket is demanded for the fare adjustment, the time is over (ST254, YES), the door is closed and the passing is prohibited (ST260). When the first sheet of ticket is a magnetic ticket, this ticket is

returned to a user. As this time, such a guidance as
"DO ONCE MORE FROM THE BEGINNING", etc. is displayed
on the guidance display 218a or 218b. When a magnetic
ticket or a wireless ticket is accepted within a
5 prescribed time (ST252, YES), the combined ticket
checking or the fare adjustment is executed (ST256).
When the combined ticket checking results of the first
and second tickets is OK (ST256, YES), the passing is
approved. Further, when either one of the first
10 ticket or the second ticket is a fare adjustable
ticket (SF card, etc. having a sufficient amount for
the fare adjustment), the passing is approved after
executing the fare adjustment (ST258). Further, in
the above-mentioned combined ticket checking or the
15 fare adjustment process, prescribed data is recorded
on a ticket as required. When the combined ticket
checking result is NG and the fare adjustment also
cannot be made (ST256, NO), the door is closed and the
passing is prohibited (ST260).

20 Here, the action and effect of the automatic
ticket checking apparatus of the present invention
described above will be summarized.

(1) The size of magnetic ticket adaptable to the
automatic ticket checking apparatus of this invention
25 is restricted to one size. For example, its size is
restricted to the Edmondson size, which is smaller

than a commutation ticket size. Then, wireless tickets adaptable to the automatic ticket checking apparatus should cover all kinds of tickets other than magnetic tickets restricted to one size. Thus, it is not required to provide an alignment unit to adapt magnetic tickets in plural sizes in the automatic ticket checking apparatus. Furthermore, it becomes possible to downsize the holding unit in the automatic ticket checking apparatus (as it is no longer required to adapt the holding unit to a commutation ticket size) and the interval between the magnetic heads also can be made short (similarly, it becomes not required to adapt to the commutation ticket size). As a result, the automatic ticket checking apparatus can be made in a small size and a cost can be reduced. In particular, the conveying direction can be shortened.

(2) Since the ticket conveying direction can be made short as described above, the checking processors 210a and 210b can be installed in series along the checking passing direction without extending the checking passage. That is, it becomes unnecessary to install them in parallel with each other along the checking passage as before.

(3) As described above, the size of magnetic ticket is restricted and the functions also are restricted. For example, tickets to be processed are

restricted to one-day short distance tickets effective
for one-day only. Thus, it becomes unnecessary for
the checking processor 210b to return the inserted
magnetic tickets and therefore, it is not required to
5 provide a ticket return port. As a result, the
equipment configuration can be simplified and the cost
down can be achieved.

(4) In the automatic ticket checking apparatus of
the present invention, it is possible to simplify the
10 apparatus and reduce cost by restricting a reading
magnetic head to be provided in one direction only.

(5) The automatic ticket checking apparatus of
the present invention can be operated by changing the
operating mode into the magnetic ticket only mode, the
15 wireless ticket only mode or the combined ticket mode
by the mode change switch. So, working efficiency can
be promoted by selecting the optimum checking process
mode according to the state.

For example, when assuming a station with a
20 plurality of automatic ticket checking apparatus
installed and a plurality of checking passages
provided, in such the station, the majority of the
automatic ticket checking apparatus is operated in the
wireless ticket only mode in the morning and evening
25 rush hours. The remaining automatic ticket checking
apparatus are operated in the magnetic ticket only

mode or the combined ticket mode. In the morning and evening rush hours, the majority of users is those who are using commutation tickets. When operating the automatic ticket checking apparatus, wireless tickets are allocated to commutation tickets. In other words, during the morning and evening rush hours, many users use commutation tickets and therefore, ticket processing efficiency per apparatus can be promoted by operating the majority of the automatic ticket checking apparatus in the wireless ticket only mode. As a result, the confusion of the ticket processing can be relieved. Further, when the checking process of either magnetic tickets or wireless tickets is disabled, the automatic ticket checking apparatus can be operated by selecting the optimum processing mode as described above.

Further, as the automatic ticket checking apparatus is provided with a display to indicate an applied operating mode, users are able to use without being confused.

(6) The automatic ticket checking apparatus of the present invention is capable of executing the fare adjustment adapting to any combination of magnetic ticket and wireless ticket.

According to the present invention, the automatic ticket checking apparatus shown below can be provided.

(1) An automatic ticket checking apparatus suited to downsizing.

(2) An automatic ticket checking apparatus capable of operating at high efficiency by adapting to magnetic tickets and wireless tickets and according to the operating state.

(3) An automatic ticket checking apparatus capable of executing the fare adjustment adapting to magnetic tickets and wireless tickets.

Next the automatic ticket checking apparatus as a third embodiment of the present invention.

FIG. 12 is a perspective view showing the outline of the external appearance of the automatic ticket checking apparatus 310 (the housing of the wireless communicator) as a third embodiment of the present invention.

The automatic ticket checking apparatus 310 is equipped with an insert port 312 into which a magnetic ticket is inserted and a take-out port 314 from which the ticket inserted into the insert port 312 is returned after conveyed by a conveying mechanism described later. Between this take-out port 314 and the insert port 312 and near the take-out port 314, a checking result indicating display 316 to display the guidance on the approval/disapproval of the passing to users is provided. On the top surface (a top cover

317a and 317b) of the automatic ticket checking apparatus, a partition 318 is provided. As shown in FIG. 12, this partition 318 is formed in parallel with the passing direction of the passage a near the insert port 312 at both ends of the apparatus but is not in parallel with the direction of the passage (the oblique direction spreading to the passage side) at the center of the apparatus. Further, this partition 318 is provided with sensors 320, 322, 324 and 326.

On the side of the automatic ticket checking apparatus, sensors 328, 330, 332 and 334 are provided, and the passing state of a user can be checked by sensing the upper and lower sensors 320 and 328, 322 and 330, 324 and 332, and 326 and 334. Further, a voice guidance speaker 336 to provide a voice guidance to users and a collector box 338 to accumulate the collected tickets out of the magnetic ticket inserted into the insert port 312 and is removable from the apparatus are provided on the side of the automatic ticket checking apparatus 310 and a passage display 340 is provided on the front surface to display whether the apparatus is usable.

Further, the automatic ticket checking apparatus 310 is provided with a wireless antenna (a wireless communication equipment) 342 which is a wireless communicator to wireless communicate (transmission,

reception) with wireless tickets, and a guidance display 344 (may be replaced with a touch panel for receiving input when required) to present a wireless ticket (a wireless equipment) or display the guidance relative to the insert of magnetic tickets. The wireless antenna 342 is provided behind the insert port in the passing direction of a user. The wireless antenna 342 and the guidance display 344 are provided at the passage side of users who use the wireless antenna 342, the guidance display 344 and the insert port 312 of the automatic ticket checking apparatus 310. That is, in FIG. 12, they are provided close to the right side passage not to the left side passage of the automatic ticket checking apparatus 310. Further, there is a selection button to select and input the use of the fare adjustment, and when this button is operated, the passing of the automatic ticket checking apparatus by a user is checked by combining the using information of a wireless ticket and a magnetic ticket.

Further, what is described in the above is the explanation of about half of the right side in FIG. 12 and the left half is not explained because the left half portion has the similar construction and functions.

The partition 318 is provided on the top cover 317 to prevent a passenger using the adjacent passage

to erroneously present a wireless ticket and to separate the right side half portion from the left side half portion and is in the shape projecting from the top cover 317.

5 Further, the automatic ticket checking apparatus is provided with a door 348. When a ticket is invalid, this door 348 is closed to stop a user.

FIG. 13 is a diagram showing the side of the automatic ticket checking apparatus 310 and the
10 outline of the cross-section of its partial internal structure.

Here, tickets that are processed by the automatic ticket checking apparatus 310 are magnetic tickets in one size only; definitely, ordinary tickets (a short-
15 distance ticket, coupon tickets, so-called Edmondson tickets) and wireless tickets as other types of tickets than ordinary tickets (for example, current commutation ticket, pre-paid tickets (Stored Fare Card), coupon ticket cards, long-distance tickets,
20 etc.). That is, tickets that are processed by this automatic ticket checking apparatus are two kinds: ordinary tickets as magnetic tickets and wireless tickets. Further, an ID code for identifying a ticket, a station where one gets in the train, a station where
25 one gets off the train (or a fare from a station where gets in the train), date and time processed by an

automatic ticket checking apparatus, a usable section, period and other using data for commutation tickets are constructed on each ticket. Further, as described above, by restricting magnetic tickets to one size, 5 the magnetic ticket conveying mechanism can be simplified.

When inserted into the insert port 312 by a user, a magnetic ticket is conveyed by a conveying mechanism 350. The conveying mechanism 350 is equipped with a 10 magnetic reader 352 that is composed of a magnetic head and a platen roller and a magnetic writer 354, a write confirmation mechanism, a reversing mechanism 358 that aligns the front and back of a magnetic ticket based on the reading result of the magnetic 15 reader 352 and further, a printer mechanism 360 that prints date, etc. on magnetic tickets, a punching mechanism 362 that punches magnetic tickets, and a stopper 364 that holds a magnetic ticket temporarily and conveys a magnetic ticket through various 20 mechanisms on the conveying belt and to the take-out port 314. The magnetic tickets held in the stopper temporarily is accumulated in a collection box 338 when a user passed the sensors 322 and 330 near the take-out port 314.

25 As described above, the inserted magnetic ticket is conveyed by the conveying mechanism 350. When a

magnetic ticket cannot be conveyed by the conveying mechanism 350, the insert of magnetic tickets is prohibited by rotating an insert port shutter 365 provided to the insert port 312 in the clockwise direction centering around its rotary shaft.

When the magnetic ticket read by the magnetic reader 352 or the wireless ticket read by the wireless antenna 342 is judged to be valid based on the using data of the read ticket, the door 348 is opened by a door opening/closing driver 366. When the ticket is judged to be invalid, the door 348 is kept closed by the door opening/closing driver 366.

Further, as explained in FIG. 12, the insert port 312 is provided this side not in the inner part of the automatic ticket checking apparatus 310 and the conveying mechanism 350 that conveys the magnetic ticket inserted into the insert port 312 is also provided this side not in the inner part of the automatic ticket checking apparatus in FIG. 13 (See the layout shown in FIG. 15).

Further, a control panel 367 is provided and it is possible to display the read result of a magnetic/wireless ticket, various set-up states, etc. by operating this panel.

In addition, the automatic ticket checking apparatus 310 has various kinds of programs and

memories, a control unit 368 including a main controller that receives the outputs from various component units and executes various kinds of controls of component units based on the received outputs and a power source 370 to supply electric power to the control unit 368 and other component units.

FIG. 14 is a block diagram showing the brief construction of the automatic ticket checking apparatus and wireless ticket of the present invention. As shown in FIG. 14, the automatic ticket checking apparatus of this invention is provided with a control unit 368, a main controller 371, a ROM 372 for storing various kinds of program of the main controller 371, a RAM 373 for storing various kinds of data temporarily, and a fare memory 374 for storing fares between stations and is used for checking the proper use of tickets. Further, a reader/writer 375 controls the reading/writing magnetic heads 352, 354 and a write confirmation mechanism 356, reads out data magnetically recorded on magnetic tickets and write prescribed data magnetically on magnetic tickets. The conveyor controller 376 controls the conveyance of magnetic tickets by the conveying mechanism 350. Further, this conveyor controller 376 controls an insert port shutter 365 provided at the insert port 312 and prohibits to insert magnetic tickets. The

printer controller 377 prints and records prescribed data including a date of entrance, an entered station, etc. on magnetic tickets by controlling the thermal head (the printer mechanism) 360.

5 A ticket sensor monitoring unit 378 is provided along the conveying mechanism 350, checks ticket sensing signals from a plurality of ticket sensors 379 that sense the presence of a ticket and the passing state, and monitors the conveying state of a magnetic
10 ticket by the conveying mechanism 350. A human sensor monitoring unit 380 checks human sensing signals from the human sensors 320-334 and monitors the state of passing and presence of user who is passing along the automatic ticket checking apparatus. A door mechanism
15 controller 381 controls the opening/closing of the door 348 by a door opening/closing driver 365. A display controller 382 controls the display of a checking result indicating display 316, a passage display 340, a guidance display 344, etc. A punching
20 controller 383 controls the timing of punching process by a punching mechanism 362 provided at a prescribed position along the conveying mechanism 350. A collector controller 384 control the collection of magnetic tickets by a stopper 364 provided at the
25 prescribed position along the conveying mechanism 350. A top cover opening/closing monitor unit 385 checks a

sensor signal from a top cover sensor 386 that senses the opening/closing state of the top cover 317a and a sensor signal from a top cover sensor 387 that senses the opening/closing state of a top cover 317b, and
5 monitors the opening/closing state of the top covers 317a and 317b. A power source controller 388 controls the power supply, etc. of a power source 370.

A control panel controller 389 controls the automatic ticket checking apparatus based on settings,
10 etc. that are input from the control panel 367. Further, this control panel controller 389 also controls the change of a maintenance object by the control panel 367. For example, when the top cover 317a only at the right side half shown in FIG. 12 is
15 in the open state (the opening/closing state of the top cover 317 is monitored by a top cover opening/closing monitor unit 385), the control panel controller 389 changes the maintenance object by the control panel 367 to the checking processor at the
20 right side in FIG. 12. On the contrary, when the top cover 317b only at the left side half in FIG. 12 is in the open state, the control panel controller 389 changes the maintenance object by the control panel 367 to the checking processor at the left side in FIG.
25 12. Further, when both the top covers 317a and 317b are in the open state, the control panel controller

389 changes the maintenance object by the control panel 367 to the both checking processors.

A mode change switch 390 changes the modes of the automatic ticket checking apparatus. The modes available are the magnetic ticket only mode, the wireless ticket only mode and the magnet/wireless tickets combined mode. When a mode is changed to the magnetic ticket only mode by the mode change switch 390, the object for the checking process by the automatic ticket checking apparatus becomes magnetic tickets only. At this time, the passage display 340 displays the guidance indicating that the processing object is magnetic ticket only. In this case, even when a valid wireless ticket, a user will not be approved to pass the passage. When the magnetic ticket only mode is changed to the wireless ticket only mode by the mode change switch 390, the object for the checking process by the automatic ticket checking apparatus becomes wireless tickets only. At this time, the passage display 340 displays the guidance that the object for the process is wireless ticket only. Further, an insert port shutter 365 provided to the insert port 312 is closed by the control of a conveyor controller 376 so that a magnetic ticker cannot be inserted into the insert port 312. When the mode is changed to the

magnetic/wireless ticket combined mode by the mode
change switch 390, the object for checking process by
the automatic ticket checking apparatus becomes both
of magnetic tickets and wireless tickets. At this
5 time, the passage display 340 displays the guidance
that the objects for processing are both of magnetic
tickets and wireless tickets.

A wireless communication controller 391 controls
the transmission/receiving power, etc. of the wireless
10 antenna 342, demodulates the data received through the
wireless antenna 342, transfers the demodulated data
to a RAM 373 and stores therein under the control of a
main controller 371. Further, it modulates data
stored in the RAM 373 and transmits it through the
15 wireless antenna 342. A network communication
controller 392 controls the communication with an
external network and transmits data of own automatic
ticket checking apparatus to other automatic ticket
checking apparatus. A monitor interface 393 functions
20 as an interface between an externally installed
monitor 394 and the automatic ticket checking
apparatus. Further, the monitor 394 is also provided
with a mode change switch 395 that is similar to the
mode change switch 390 described above. This mode
25 changing switch 395 provided to the monitor 394 is
also capable of changing a mode for every automatic

ticket checking apparatus.

The data transmitted from the wireless antenna 342 of the automatic ticket checking apparatus 310 is received by a wireless antenna 402 of a wireless ticket 400, decoded by a modulation/demodulation unit 404 and processed by a controller 406. Further, this wireless ticket 400 contains a ROM (memory) 408 recorded with various kinds of programs for operating a controller, information for using a station system (ID code as an identifying information peculiar to the ticket, information of a usable section and period when equivalent to a current commutation ticket, a RAM (memory) 410 that stores data when a program was executed and data received through the wireless antenna temporarily, a using station name, a balance when equivalent to a current monetary card in the non-volatile state, and a display 412 that displays data contained in the ROM 408 or RAM 410 by the operation of the controller 406.

Further, the structure of a magnetic ticket is the same as an ordinary ticket that is currently in use and therefore, the explanation thereof will be omitted.

An example of the installation of the above-mentioned automatic ticket checking apparatus will be explained referring to FIG. 15. As shown in FIG. 15,

a plurality of automatic ticket checking apparatus 310a, 310b, 310c and 310d are installed at the boundary between the outside and the inside of the station yard. At this time, spaces between respective
5 automatic ticket checking apparatus become common passages for the checking process A, B and C. Further, on the automatic ticket checking apparatus at both ends, either one of the ticket checking processor or the ticket collection processor is provided.

10 For respective automatic ticket checking apparatus 310, such structural elements as the insert port 312 (and the conveying mechanism 350), the take-out port 314, the checking result indicating display 316, the wireless antenna 342, and the guidance
15 display 344. These structural elements of respective apparatus have similar functions and in the following explanation, the ticket collection side elements are expressed as the insert port 316' (and the conveying mechanism 350'), the take-out port 314', the checking
20 result indicating display 316', the wireless antenna 342', and the guidance display 344'. As seen on the automatic ticket checking apparatus 310b, these structural elements (operated by user or provide a guidance to user) are provided at the passage side
25 which is far from the center line of the ticket checking apparatus and passengers using these

equipment pass and at the positions where they are hardly operated from the adjacent passage (for example, they are so arranged that the wireless communication area of wireless tickets becomes far).

5 When a user enters into the station yard with a magnetic ticket using the automatic ticket checking apparatus 310b, the user enters from the outside of the station yard along the passage A and inserts a magnetic ticket into the insert port 312. This
10 inserted magnetic ticket is conveyed by the conveying mechanism 350 and the using information recorded on the magnetic ticket is read by the magnetic head 352 for reading. The main controller 371 checks the approval/disapproval of passing by comparing the using
15 information including a using section (a usable fare) and a period that are read from a magnetic ticket with the data recorded in a fare memory 374. When the using conditions are satisfied, the passing is judged to be approved, data including an entered station name,
20 applicable apparatus number and using time are recorded and confirmed on a magnetic ticket when required by a recording and reading magnetic head 354 and 356. Further, when required, the printing by a printing mechanism 360 and the punching process by a
25 punching mechanism 362 are applied to a magnetic ticket and the ticket is ejected from the take-out

port 314. At this time, the checking result
indicating display 316 lights in blue to show the
approval of passing. When the using conditions are
not satisfied, the passing is judged to be not
5 approval and the magnetic ticket is returned as it is
from the take-out port 314 and the door is closed to
check a user to pass (prohibit a user to enter into
the station yard). At this time, the checking result
indicating display 316 light in red to show the
10 prohibition of the passing.

To receive the checking process with a wireless
ticket using the automatic ticket checking apparatus
310b, a user enters from the outside of the station
yard along the passage A and holds a wireless ticket
15 up over the wireless antenna 342. At this time, the
using information data including a using section and
period recorded on a wireless ticket are read through
the wireless communication between the wireless ticket
and the wireless antenna 342. The main controller 371
20 checks the approval/disapproval of the passing by
comparing the using data read from the wireless ticket
with the data recorded on the fare memory 374. When
the using conditions are satisfied, the passing is
judged to be approved and the checking result
25 indicating display 316 lights in blue. At this time,
when required, the data including an entered station

name, applicable apparatus number and using time are recorded on the wireless ticket. When the using conditions are not satisfied, the passing is judged to be not approval and the door 348 is closed to check a user to pass (prohibit a user to enter into the station yard). At this time, the checking result indicating display 316 lights in red.

To receive the checking process with a magnetic ticket using the automatic ticket checking apparatus 310b, a user enters from the inside of the station yard along the passage B and inserts a magnetic ticket into an insert port 312'. The using data are read from the inserted magnetic ticket likewise the ticket checking process and the read data are compared with the data recorded in a fare memory 374' and the approval/disapproval of the passing is checked by a main controller 371'. When the passing is approved, the magnetic ticket is collected and accumulated in a collection box 338'. At this time, a checking result indicating display 316' lights in blue. When the passing is not approved, the magnetic ticket is ejected as it is from a take-out port 314' and a door 348' is closed and a user is checked to pass (prohibits to exit to the outside of the station yard). At this time, the checking result indicating display 316' lights in red.

To receive the ticket collection process with a wireless ticket using the automatic ticket checking apparatus, a user enters into the passage from the inside of the station yard along the passage A and holds a wireless ticket up to a wireless antenna 342'. At this time, the data recorded on the wireless ticket are read out and prescribed data are recorded on the wireless ticket when required through the wireless communication between the wireless ticket and the wireless antenna 342' likewise the ticket checking process. The main controller 371' compared the data read out from the wireless ticket with the data recorded on the fare memory 374' and checks the approval/disapproval of the passing. When the passing is approved, the checking result indicating display 316' lights in blue. When the passing is disapproved, the door 348' is closed and a user is prohibited to pass (prohibit a user to exit to the outside of the station yard). At this time, the checking result indicating display 316' lights in red.

In all the cases described above, the checking results of all automatic ticket checking apparatus and used ticket data including the automatic ticket checking apparatus number which disapproved the passing are notified to a monitor 394.

Hereinafter, the ticket checking process by the

automatic ticket checking apparatus will be described referring to a flowchart shown in FIG. 16.

FIG. 16 shows the ticket checking process when entering into a station yard by passing through the passage A using the automatic ticket checking apparatus 310b shown in FIG. 15.

First, an insert port shutter 365 of the insert port 312 at the gate (the side to enter into the station yard from the outside) of the automatic ticket checking apparatus 310b is kept open so that a magnetic ticket can be inserted. Further, the wireless antenna 342 at the gate side of the automatic ticket checking apparatus 310b transmits a signal to a wireless ticket requesting the transmission of a response signal.

In this state, a main controller 371 checks whether a magnetic ticket was first inserted into the insert port 312 (S500) or a response signal from a wireless ticket was first sensed (S502). When it was judged by this checking that the response signal from the wireless ticket was first sensed, the automatic ticket checking apparatus 310a closes the insert port shutter 365 and prohibits the wireless antenna 342 to transmit a signal requesting the wireless ticket to transmit a response signal. Thus, the passing of the passage A to the outside of the station yard from the

inside is prohibited. Further, the passage display 340 displays that the entry into the passage A is prohibited as the apparatus is under the checking process. Further, a gate side guidance display 344 of the automatic ticket checking apparatus 310b displays that a wireless ticket is under the checking process and closes the insert port shutter 365 to prohibit the insert of a magnetic ticket (S504).

Next, the main controller 371 checks the approval/disapproval of the passing based on a response signal comprising using information including an inherent ID code from a wireless ticket. In other words, when the using condition of a wireless ticket is defined by a using section and period, based on the information of the location of the station wherein the automatic ticket checking apparatus is installed and the date stored in a ROM 372 or a RAM 373, it is checked whether the said station is included in the using section or the date is within the using period. Further, when the using condition is defined by a using amount, it is checked whether there is a usable balance or a balance is available after deducting a prescribed fare that is about an initial fare. Further, in all cases, it is also checked whether the previous use was properly processed (S506).

Based on this judgement, if the using condition

is defined by the using section and period, when the said station is included in the using section and the date is within the using period, and if the using condition is defined by a using amount when there is a prescribed balance and when the exit at the last time was properly processed, the entrance into the station yard through the passage A is approved by the automatic ticket checking apparatus 310b (Y of S506).

When the entrance is not approved (N of S506), the checking result indicating display 316 displays that the entrance is disapproved (S508), a door 348 is closed and the passing is prohibited (S510). After the passing was prohibited, when the sensors 320-334 did not sense a user (no user in the passage between the automatic ticket checking apparatus), in the state where the ticket checking side insert port shutter 365 of the automatic ticket checking apparatus 310b is kept closed, the previous wireless ticket accept prohibiting state by the wireless antenna 342 is canceled so as to enable it to sense a wireless ticket in S502, and after canceling the wireless ticket accepting prohibition, the insert port shutter 365 is opened and the magnetic ticket inserting prohibition is canceled.

When the entrance through the passage A is approved by the automatic ticket checking apparatus

310b, such information as the entrance process time and the applicable automatic ticket checking apparatus number (a new balance when the balance was processed) are transmitted to a wireless ticket from the wireless antenna 342 and at the same time, the ID code contained in the response signal received through the wireless antenna 342 is transmitted to the ticket collection side (RAM 373) only of the automatic ticket checking apparatus 310b together with an entrance processing time (or the ID code received time) to store that the ID code was received by the wireless antenna 343 at the ticket checking side of the automatic ticket checking apparatus (S512).

Further, the transmission of ID code to the ticket collection side of the automatic ticket checking apparatus 310b is executed to prevent the erroneous reprocessing of the wireless ticket by the automatic ticket checking apparatus 310b at the ticket collecting side resulting from the communication of the wireless ticket that was processed at the ticket checking side of the automatic ticket checking apparatus with the wireless antenna 342' at the ticket collecting side of the automatic ticket checking apparatus 310b because the width of the automatic ticket checking apparatus 310b itself was narrow (the width of the housing between the passages which is

about half of the former widths as two units were so far installed was reduced to one unit by staggering the ticket checking side and the ticket collecting side conveying mechanisms without adjoining them each other).

Therefore, when the passage B is acting as a ticket checking passage likewise the passage A (the state where the inert port 365 of an automatic ticket checking apparatus 310c is opened, the wireless antenna 342 transmits a requesting signal, the insert port 365' of the automatic ticket checking apparatus 310b is closed and the wireless antenna 342' is not transmitting a requesting signal), the wireless antenna 342' of the automatic ticket checking apparatus 310b is not in the communication with a wireless ticket and therefore, it does not communicate again with a wireless ticket that was processed at the ticket checking side of the automatic ticket checking apparatus 310b, the transmission of ID code may be omitted. Further, when the ticket checking side and the ticket collection side of the automatic ticket checking apparatus 310b commonly use a same memory (RAM 373) and store respective data, it may be so constructed as to store ID codes in the said memory without transmitting or transferring ID codes.

When the checking process of the wireless ticket

is completed, the acceptance of wireless tickets prohibited in S504 is to be first opened. That is, the transmission of a signal requesting a response signal to a wireless ticket from the ticket checking side wireless antenna 342 of the automatic ticket checking apparatus 310b is opened again (S514).

Here, it is checked whether a user who is approved to enter into the station yard in S506 is sensed by the human sensors at the center of the automatic ticket checking apparatus (322 and 330 or 322 and 330, 324, 332 (S516), and when not sensed (a user not yet arrives at the human sensors at the center), return to S502 and judges whether a wireless ticket was checked. Further, at this time, when a user not yet arrives at the human sensors at the center even when a certain time (for example about 3 sec.) passed and the human sensors at the center could do not sense a user, the display 316 guides a user to go ahead into the station yard.

When the arrival of a user is sensed by the human sensors (322 and 330 or 322 and 330, 324, 332) at the center of the automatic ticket checking apparatus, the ticket checking side insert port shutter 365 of the automatic ticket checking apparatus 310b is opened and the prohibition to insert a magnetic ticket into the insert port 312 is canceled (S518). After this

cancellation, return to S500 to the checking process of magnetic tickets or wireless tickets.

As described above, regarding the acceptance process of magnetic tickets that are inserted into the automatic ticket checking apparatus, because the
5 insert of magnetic tickets is prohibited until a preceding user passes the human sensors at the center, even when a magnetic ticket was conveyed to a forward point, it is possible to prevent a preceding user
10 picks up a magnetic ticket erroneously. Further, regarding a wireless ticket which is not inserted into the automatic ticket checking apparatus and erroneously taken out, as it is so constructed that the next wireless ticket acceptance process is started
15 again at the time when its using information is judged to be valid (prior to accepting a magnetic ticket), the wireless ticket acceptance prohibiting time can be minimized and the flow of users (the number of processes per unit hour) can be promoted.

20 On the other hand, when it is sensed by the ticket sensors 320-334 that a magnetic ticket was inserted into the insert port 312 prior to a wireless ticket (S500), the insert port shutter 365' of the automatic ticket checking apparatus 310a is closed and
25 the request to a wireless ticket by the wireless antenna 342' for a response signal is prohibited

likewise S504. Further, the passage display 340 displays that the entrance into the passage A is prohibited as it is in the checking process. Further, it is displayed on the ticket checking side guidance display 344 of the automatic ticket checking apparatus 310b that a magnetic ticket is being processed and the insert port shutter 365 of that apparatus is closed to prohibit the insert of a magnetic ticket by next user (S520).

10 When a magnetic ticket is inserted, it is conveyed by the conveying mechanism 350, the recorded magnetic information is read out by the magnetic head 352 and the magnetic surface of the magnetic ticket is reversed downward by a reversing mechanism 358. The
15 read magnetic information is processed (S522) likewise the checking process of the using information of a wireless ticket (S506).

As a result of the judging process, the entrance into the station yard is not approved (N of S522), the
20 processes by the magnetic heads 354 and 356 are not executed and the guidance that the entrance is not approved is displayed on the checking result indicating display 316 (S524), the door 348 is closed to prohibit the passing (S526) and thereafter, the
25 acceptance of a wireless ticket and a magnetic ticket is sequentially started again likewise S510.

When the entrance through the passage A is approved by the automatic ticket checking apparatus 310b (Y of S522), with the conveyance by the conveying mechanism 350, the writing process of such data as an entrance process time and applicable ticket checking apparatus number (a new balance when it was processed) are written on a magnetic ticket by the magnetic heads 354 and 356, and the ticket is returned to the take-out port 314. Further, in the step S512, an ID code was transferred but when a magnetic ticket is only held up (presented), it is not processed but required to insert a magnetic ticket into the insert port 312' and it will not be erroneously inserted and therefore, a magnetic ticket is not transferred here.

When the entrance through the passage A is approved by the automatic ticket checking apparatus 310b (Y of S522) or when data is written on a magnetic ticket by the magnetic head 356, the wireless ticket acceptance prohibiting state by the wireless antenna 342 is canceled in the state where the insert of a magnetic ticket is prohibited (S528). After the cancellation, based on the sensing by a ticket sensor 379 provided to the take-out port 314, it is judged whether a magnetic ticket was taken out from the take-out port 314 by a user (S530). When judged that the magnetic ticket was not taken out, it is judged

whether a wireless ticket is sensed (whether a response signal is received) in S502. Further, when it was judged that a magnetic ticket was taken out, the insert port shutter 365 is opened, the prohibition of acceptance of a wireless ticket is canceled and the prohibition of the insert of magnetic ticket by a user is canceled (S532).

Further, when the automatic ticket checking apparatus 310b is in the state where the checking process is (the state where the entrance into the station yard from the outside can be processed) and the automatic ticket checking apparatus 310a (a ticket collection side automatic ticket checking apparatus which operates when a user exits from the station yard to the outside) is in the state where the acceptance of magnetic and wireless tickets is prohibited, if a magnetic ticket and a wireless ticket are not accepted in the steps S500 and S502, it is checked whether a certain time (for example 3-5 sec.) passed from the last checking process (S534). As a result of this checking it is found that a certain time passed, in the state with the insert port shutter 365' of the automatic ticket checking apparatus 310a kept closed, the state of the previous wireless ticket acceptance prohibition by the wireless antenna 342' is cancelled (S536), the wireless ticket detectable state in S502

results. Thereafter, following the cancellation of the wireless ticket acceptance prohibition, when the prohibition of a magnetic ticket insert into the insert port 312' is cancelled by opening the insert port shutter 365' (S538), it becomes possible to insert a magnetic ticket in S500. This is because a wireless antenna 342' is provided at the latter stage of the insert port 312' for the advancing direction of user. Thus, even when a user carrying a magnetic ticket follows another user carrying a wireless ticket, a user having a magnetic ticket, regarding it possible to insert a ticket into the insert port 312', tries to insert a magnetic ticket by reaching his hand from behind a user having a wireless ticket, the wireless processing of the wireless ticket is already started and a magnetic ticket will not be processed preferentially and therefore, such a problem that the orders of users and tickets are replaced can be solved.

Next, referring to a flowchart shown in FIG. 17, the wireless ticket processing at the ticket collection side (when exits to the outside of the station yard from the inside by passing the passage B) of the automatic ticket checking apparatus 310b will be described.

FIG. 17 shows the wireless ticket process at the ticket collection side of the automatic ticket

checking apparatus 310b 16 when the checking process is being executed at the ticket checking side of the automatic ticket checking apparatus 310b shown in FIG.

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5 The ticket collection side of the automatic ticket checking apparatus 310b operates same as the automatic ticket checking apparatus 310a (the ticket collection side apparatus). When the ticket checking side of the automatic ticket checking apparatus 310c is operating bad checking the approval/disapproval of a user entering into the station yard from the outside passing through the passage B, the insert port shutter 365' is closed to prohibit the insert of a magnetic ticket and the acceptance of a wireless ticket is prohibited without transmitting a request signal by the wireless antenna 342'. Further, when the passage B is used by a user as a ticket collecting passage or the passage B is usable as the ticket collection passage as well as the ticket checking passage, the insert port shutter 365' is opened to enable the insert of a magnetic ticket into the insert port 312', and a response requesting signal is transmitted to the wireless ticket by the wireless antenna 342'.

25 At the ticket collection side of the automatic ticket checking apparatus 310b, an ID code of a wireless ticket is transmitted/transferred from the

ticket checking side of the automatic ticket checking apparatus 310b (S600).

When an ID code is transmitted/transferred, the ticket collection side of the automatic ticket checking apparatus 310b checks whether the passage B is used as a ticket collection passage by the main controller 317' (S602). When the passage B is judged by this checking as being used as the ticket checking passage (NO of S602), the step returns to S600 without storing the ID code transmitted from the ticket checking side of the automatic ticket checking apparatus. This is because the wireless antenna 342' at the ticket collection side of the automatic ticket checking apparatus 310b is not communicating with a wireless ticket when the passage B is being used as a ticket checking passage and therefore, no communication is made with the wireless ticket which was processed at the ticket checking side of the automatic ticket checking apparatus 310b and the ticket is not doubly processed.

When the passage B is judged as being used as a ticket collection passage by the checking in S602 (Y of S602), the ID code of the wireless ticket transmitted/transferred from the ticket checking side of the automatic ticket checking apparatus 310b is stored in a RAM 373' (S604). The ID code stored in

the RAM 373' is erased from the RAM 373' by the control of the main controller 371' when a prescribed time (for example, about 5 sec.) passed after transmitted/transferred (S606). Further, this ID code
5 may not be erased when a time passed but the construction/method may be such that latest ID codes only in prescribed numbers (for example, 2 codes) are stored or may be a combination of a construction/method to delete ID codes after a certain
10 time passed with a construction to store a prescribed number of ID codes only.

In the state where the ID code of the wireless ticket processed at the ticket checking side of the automatic ticket checking apparatus 310b is stored in
15 the RAM 373', the wireless ticket is communicated with the wireless antenna 342 at the ticket collection side of the automatic ticket checking apparatus 310b and checked whether the ID code of the wireless ticket was received (S608. The same as S502 shown in FIG. 5.)

20 When it is judged that the ID code of the wireless ticket is not received (a wireless ticket is not presented by a user) in S608, the step returns to S600. When it is judged that the ID code of the wireless ticket is received in S608, the ID code of
25 the received wireless ticket is compared with the ID code of the wireless ticket transmitted/transferred

from the ticket checking side of the automatic ticket checking apparatus, which is stored in the RAM 373' (S610).

As a result of the comparison in S610, when both
5 ID codes are judged agreed with each other (S612), it is judged that the information of the wireless ticket received by the ticket collection side wireless antenna 342' is the information of the wireless ticket erroneously presented to the ticket collection side
10 wireless antenna 342' by a user after the checking process by the opposite ticket checking side wireless antenna 342', and in order to prevent the double process of the wireless ticket, the wireless ticket received here is not processed (the execution of the
15 checking for approval/disapproval of the passing is prohibited). Then, the passing through the ticket collecting passage (to the outside from the inside of the station yard) by closing the door 348' of the passage B, and a guidance that the wireless ticket is
20 not invalid but the passing is prohibited (for example, such a display "WAIT FOR A WHILE", etc.) is displayed on the guidance display 344' or 316'. These passing prohibition and display are canceled/erased after a prescribed time (about 3-5 sec.). Further, when a
25 wireless ticket having the same ID code that was received in S608 was wireless communicated again after

this display was canceled (or the ID code from the RAM 373' was erased), an ID code agreed with the ID code stored in the RAM 373' was not stored, the ID codes are judged to be disagreed and the process in S614 is executed (the judgement for the approval/disapproval of passing is executed).

As the ID code transmitted/transferred in S512 shown in FIG. 16 is used in the above step S610, even when the automatic ticket checking apparatus 310 has a narrow width and a wireless ticket (its using data) received and processed by the ticket checking side (one side) wireless antenna 342 was received by the ticket collection side (one side) wireless antenna 342', the receiving/processing are not executed by the ticket collection side (other side) wireless antenna 342' based on a ticket's unique data such as ID code, etc. received by the ticket checking (one side) wireless antenna 342. Therefore, it is possible to prevent an unnecessary double processes of a wireless ticket; that is, the erroneous the ticket collection process (exit from the station yard) immediately after the ticket checking process (entrance into the station yard).

Further, even when such a display as "WAIT FOR A WHILE" is being displayed on the guidance display 344 and 366, this state is not an abnormal state caused by

errors/defects in use (using information) of a wireless ticket. Further, when a wireless ticket was erroneously presented as in this case, the said user already entered into the station yard and possibly
5 went away from the automatic ticket checking apparatus 310b. So, in this case, the display state "WAIT FOR A WHILE" is reset rapidly (in order to restart the wireless ticket acceptance process preferentially) and therefore, even when such the guidance is being
10 displayed, if a wireless ticket having an ID code different from the wireless ticket which was compared in S610 is received (No in S608, S608, S612) and this wireless ticket is valid and the passing can be approved, the guidance being display is erased rapidly
15 and changed to a display urging the passing of a user. Thus, the wireless ticket acceptance suspending time can be minimized.

As a result of the comparison in S610, when it is judged that an ID code of a wireless ticket, which
20 differs from that stored in the RAM 373' was received, based on the using information of the said wireless ticket, the approval/disapproval of a user having that wireless ticket is judged (S614).

Further, the process of wireless tickets after
25 S614 and the process when magnetic tickets are inserted are almost the same as the checking process

shown in FIG. 16, and can be explained by replacing "Ticket Checking", etc. with "Ticket Collection" and the explanation will be omitted.

Further, the ID code checking process in FIG. 17 is executed similarly in S506, etc. in FIG. 16 but is omitted here to avoid the duplicated explanation.

Further, the embodiment of the present invention is so constructed that the using information of the wireless ticket received and processed by the ticket checking side (one side) wireless antenna 342 is not received by the ticket collection side (the other side) wireless antenna 342' of the same housing. This is because a wireless antenna at the opposite side of the same housing may be considered as a wireless antenna to which a user may possibly present a wireless ticket erroneously. However, it may be so constructed as to transmit using information of a wireless ticket received and processed to the ticket checking side or the ticket collection side of other plural units of automatic ticket checking apparatus.

In this invention, when the passing of a user is approved through the wireless communication with a wireless ticket by the ticket checking wireless antenna 342 provided at one side of the automatic ticket checking apparatus, if the wireless ticket of the user who is approved to pass is wirelessly

communicated through the adjacent ticket collection
wireless antenna 342' provided at the other side, it
is judged that the wireless ticket presented by the
user for the ticket checking is erroneously presented
5 the wireless ticket to the ticket collection wireless
antenna 342', and the said ticket is not wirelessly
communicated. By this construction, it becomes
possible to prevent such a problem that the ticket
collection process is executed by the ticket
10 collection wireless antenna 342' regardless a user's
intention and user's exit data is recorded on a
wireless ticket although the user enters into the
station yard properly and is treated as the exit state
on the system and ticket data (not entered) and when
15 exiting from the station yard, the user is judged to
have no entry data and regarded as illegally entered.

Further, likewise the above construction, the
wireless communication with a wireless ticket is
prohibited and the exit of a user from an adjacent
20 passage is temporarily prohibited by the ticket
collection wireless antenna 342'. Thus, it becomes
possible to leave a processing interval between a user
and a next user by prohibiting the exit temporarily
and therefore, it is possible to prevent the mistaking
25 of a combination of a wireless ticket data which is
wirelessly communicating by an automatic ticket

checking apparatus and a user who is carrying a wireless ticket.

Further, this invention is so constructed that in the acceptance process of a wireless ticket or a magnetic ticket, the wireless communication with a wireless ticket and the insert of a magnetic ticket at the ticket checking side or the ticket collection side are prohibited. When this prohibition is canceled, the wireless communication with a wireless ticket is first canceled and then, the insert of a magnetic ticket is canceled. According to this construction, even when a user carrying a magnetic ticket follows slightly behind (or at the side) a user carrying a wireless ticket, and a user carrying a magnetic ticket, regarding it possible to insert a ticket into the insert port, tries to insert a magnetic ticket by reaching the hand from behind a user carrying a wireless ticket, the wireless processing for the wireless ticket is already started at that time and the magnetic ticket will not be processed preferentially and the replacement of the order of a user and a ticket can be prevented.

As described above, according to this invention and the automatic ticket checking method, even when a wireless ticket carried by a user who is already approved to pass the automatic ticket checking

apparatus was erroneous presented again, the erroneous presentation is recognized and the wireless communication with a wireless ticket can be surely executed correctly.